

Approved For Release 2001/03/01 : CIA-RDP33-02415A000700010005-7
 SHIPPING INVOICE

MISSION NUMBER : C925C
 SHIPMENT NUMBER: [REDACTED] 25X1A

1 BOX NBR	2 TYPE CONTENTS	3 FT OF FILM NBR REELS OF TAPE	4 PROCESSED OR UNPROCESSED	5 COURIER 25X1A	6 DEST.	7 DATE DELVD	8 CONSIG. INIT.	9 REMARKS
1-7 of 13 BROWN RED	O.N.	9R3468 9L3468	PROCESSED	[REDACTED]	E.K.	15 JAN 66		WT: 40 CU: 2.0
8-13 of 13 YELLOW GREEN	D.P.	9R3468 9L3468	PROCESSED		YOKOTA 67th	14 JAN 66		WT: 60 CU: 2.0
1 of 3	BRIEF/DEBRIEF TAPE	1			HQ	16 JAN 66		WT: 11 CU: 0.4
2 of 3	SYSTEM VI TAKE MISSION PREFLIGHT 1 DATA		PROCESSED		PEC JAPAN and HQ	14 JAN 66		WT: 6
	LOG/SYS VI MISSION DATA LOG 25X1A				HQ	16 JAN 66		CU: 0.2
3 of 3	[REDACTED]	1			HQ	16 JAN 66		WT: 3 CU: 0.2

(Classification SECRET)

DISTRIBUTION:

- 1 - Project Headquarters
- 2 - Project Registry
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PROJECT HEADQUARTERS
DIRECTIVE 50-10-15

OPERATIONS
WEATHER
15 December 1969

Supersedes PHD #50-10-15 dated 7 February 1966

WEATHER SUPPORT FOR DETACHMENTS

1. PURPOSE:

To outline weather support available to Detachments and procedures for procurement and distribution of data.

2. GENERAL:

A weather officer will normally be assigned to each Detachment to act as staff advisor and present weather briefings. Normally he will have access to all facilities of the local base weather station. The Headquarters weather staff will be available for consultation on meteorological problems beyond the scope of the detachment weather officer. Global Weather Central (WECEN) will be the primary source of weather forecasts for U-2 flights. Field units may communicate directly with WECEN; however, Headquarters will be an info addressee on all such messages.

3. PROCEDURE:

Weather forecasts for specific operations will be obtained as follows:

a. Local Terminal:

Weather forecasts for the local terminal and alternate airfields will be obtained from the local weather station or, when local facilities are inadequate may be requested from WECEN.

b. Training and nonoperational flights (outside the immediate local area):

Headquarters will arrange for planning forecasts to be provided routinely by WECEN.

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c. Headquarters Directed Missions:

Flight planning weather information will be obtained from WECEN by Headquarters and forwarded to the Detachments at appropriate times.

d. U-2 Ferry Flights:

Route forecasts to include terminals and alternate airfields will be requested by Headquarters and will be sent directly to the Detachment by WECEN.

e. Support Aircraft Movements:

Weather forecasts will normally be obtained from local base weather stations, but may be requested directly from WECEN by the Detachment Commander, at his discretion.

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PROJECT HEADQUARTERS
DIRECTIVE 50-10-14

OPERATIONS
7 February 1966

Supersedes PHD #50-1055-20 dated 13 February 1964

PRE-MISSION CHECK OF PILOTS AND AIRCRAFT

1. PURPOSE:

To establish a procedure for insuring that no compromising documents are carried on any aircraft or on the person of any pilot involved in any operational flight under the auspices of this Headquarters.

2. DEFINITION:

The term "compromising documents" means any written or printed form, card, letter, publication, etc., which might reveal, directly or indirectly, the covert nature of the mission. It includes items which name personnel, places or things connected with Project IDEALIST. It further includes any matter which refers to any person, place, or name which may be exploited for propaganda purposes. It does not include personal identification and other documents which are in consonance with the pilot's cover story.

3. SCOPE:

The provisions of this Directive are applicable to all pilots of all operational flights, flown under the direction of this Headquarters. It is further applicable to all operations personnel or other personnel who are or may be required to implement these provisions by the Detachment Commander concerned.

4. RESPONSIBILITIES:

It is the responsibility of each Detachment Commander to institute specific procedures to implement paragraph 5.

5. PROCEDURES:

a. Before each operational mission, the Detachment Commander will make sure that the pilot has no compromising documents on his person, in his clothing, or his equipment. This will include, but is not

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restricted to, a physical search of the pilot's clothing and equipment as near as possible to take-off time. Particular attention will be paid to any papers, identification cards, credit cards, sales slips, calling cards, etc., which would in any way identify or name any person or location however remotely connected with this Project.

b. The primary and alternate mission aircraft will be searched for any document, placards, or tags which are not necessary for the conduct of the flight and which may in any way compromise the mission. For example, UHF channelization cards will have only the most necessary frequencies noted and will not have frequencies identified as to location; inspection tags which may have signatures of depot names thereon will be removed.

c. In general, only those documents vital to the success of the mission will be carried in mission aircraft.

d. Prior to mission departure, the Detachment Commander or his designated representative will complete a checklist and certify that the provisions of this Directive are complied with. The certificate will include a list of all items and documents carried by the pilot on his person or in the aircraft.

e. After the inspection and certification, a security guard will be maintained on the aircraft until take-off. Nothing will be installed on the aircraft without the express permission of the certifying officer.

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PROJECT HEADQUARTERS
DIRECTIVE 50-10-12

OPERATIONS
8 November 1967

Supersedes PHD #50-10-12 dated 7 February 1966

EMERGENCY NOTIFICATION PROCEDURES FOR IDEALIST CONTROLLERS

1. PURPOSE:

To establish procedures for notifying necessary persons and agencies of an emergency condition concerning an IDEALIST mission.

2. SCOPE:

These instructions apply to all missions planned, directed, or otherwise under the control of Project IDEALIST. For the purpose of this instruction, an incident or an accident (as defined in PHD #50-10-20) will require the same initial notification within OSA.

3. DEFINITION:

EMERGENCY - An incident/accident during the conduct of or concerning an IDEALIST operational mission which requires immediate action to preserve the security of the project; to establish or maintain a cover story; to provide information which will enable proper authorities to take quick necessary action in the national interest. In the context of this Directive, a mission abort is not to be considered an emergency.

4. PROCEDURES:

a. Upon receipt of notification of an emergency situation concerning an IDEALIST mission, the duty controller will immediately call the following persons in the order listed; advise them of the condition which exists (incident or accident); and request that they report to the Control Center immediately for further clarification of details. No one else will be notified by any method without the express approval of the Director of Special Activities, or his designated alternate.

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- (1) Chief, IDEALIST Division
Alternate: Ops Officer IDEALIST Division
- (2) Deputy for Operations, OSA
Alternate: AD/O/OSA
- (3) Director of Special Activities
Alternate: DD/SA

b. With the concurrence of one of the persons listed in paragraph 4a above, advise the JRC War Room of the emergency by secure Gray phone.

c. Prepare messages for notification of all pertinent addressees (those who have been advised of the mission) of the incident or accident.

d. This Directive does not affect the procedures employed, nor the list of persons notified or alerted to an IDEALIST mission.

5. EMERGENCY NOTIFICATION MESSAGES:

a. Message Content:

(1) Include a brief statement of the emergency. Give only confirmed data or state that the data are unconfirmed or unknown e.g. aircraft overdue; aircraft down; aircraft crashed, etc.

(2) Action, if any, to be taken by addressee.

b. Message Slugs: 25X1A

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(1) Chiefs of Station - [REDACTED] RYBAT IDEALIST

(2) IDEALIST Detachments - As required

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(3) Joint Reconnaissance Center (JCS) - [REDACTED]
Channels Project IDEALIST.

(4) National Security Agency - [REDACTED] Channels
Project IDEALIST.

(5) National Reconnaissance Office - IDEALIST

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(6) Lockheed Aircraft Corporation - IDEALIST.

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(7) [REDACTED] - IDEALIST

(8) [REDACTED] - IDEALIST/JACKSON

6. GENERAL:

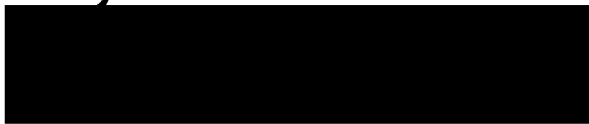
a. Emergency notification messages to addressees listed in paragraph 5 above will be cleared and released by the Director of Special Activities or his designated representative.

b. Messages will be assigned a precedence which is appropriate to the need.

c. All actions will be logged in the Control Center log book.

d. A copy of this Directive will be included in the IDEALIST Emergency Actions Folder and retained in the Control Center for immediate access.

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PROJECT HEADQUARTERS
DIRECTIVE 50-10-11

OPERATIONS
10 FEBRUARY 1969

Supersedes PHD #50-10-11 dated 7 February 1966

NOTIFICATION TO JRC AND USAF OF U-2 OPERATIONAL MISSIONS

1. PURPOSE:

To establish the procedure to notify JRC and USAF of Project Headquarters reconnaissance missions.

2. RESPONSIBILITY:

The IDEALIST Division is responsible for notifying addressees in accordance with the following schedule, using the attached sample message format.

3. SCHEDULE AND CONTENT OF MESSAGES:

a. The basic format of messages to JRC and USAF will follow the sample format. Texts will be used as they apply to the specific message.

b. The alert message composed of Part I and Part II will be transmitted after the Detachment has been alerted.

(1) Part I is general mission data.

(2) Part II will contain coordinates, times and altitudes for all of the route except that portion which is over denied territory/area of interest and will be used by JRC for the suppression of radar reporting and fighter intercept.

c. Part III Mission Route message - This message will be transmitted not later than twelve (12) hours prior to scheduled take off and will include coordinates of the entire route and targets to be covered on the mission.

d. Delay, abort or cancellation message is due whenever the fact becomes known.

(1) Text: MISSION (number) (DELAYED)(ABORTED)(CANCELLED). NEW ETD (time Z).

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(2) If the mission is delayed, an estimate of the new scheduled date/time will be included.

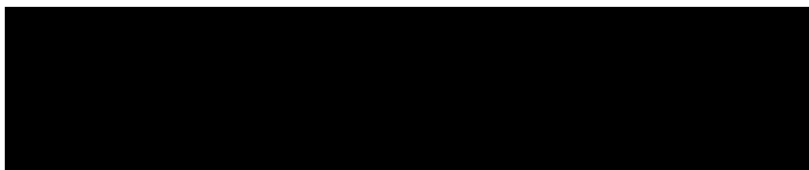
e. Confirmation of departures and arrivals will be passed to addressees when received by Project Headquarters.

4. GENERAL:

a. For quick reference before distribution of these messages is made, one copy of each will be retained after the Signal Center has entered the CONCEN and OUT numbers.

b. All messages in this series will have IMMEDIATE precedence.

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Attachments:

1. Sample message form Part I and Part II.
2. Sample message form Part III.

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